

The Randall County News
Published Every Friday.**The News Publishing Company**
R. A. Terrill, Manager & EditorAPPLICATION MADE TO BE
Entered at Postoffice at Canyon, Texas, as
Second-Class Matter. Office of Publication
West Evelyn Street.Papers sent out of the county
promptly discontinued at expiration
of time paid for.**SUBSCRIPTION.**One Year in County..... \$1.00
One Year out of County... 1.25
Six months..... .75
Two months..... .25**DEMOCRATIC TICKET.**For County Judge—
A. N. Henson
For County Attorney—
W. D. Scott
For District and County Clerk—
M. P. Garner
For Sheriff & Tax Collector—
R. A. Sanford
For County Treasurer—
P. H. Young
For County Assessor—
Joe Foster
For County Commissioners—
W. J. Redfern
E. W. Neece
J. D. Knickely
M. S. Park**WHY WE SHOULD HELP.**

Now that the preliminary agreement has been made and the committee of citizens has in hand the raising of the amount of subscriptions necessary to be raised from this county for the new railroad from this place to Silverton to connect with a line coming to Briscoe county from the southeast, a discussion of the matter by the editor of this paper is in place.

The first thing to discuss is as to whether or not the new road will be a benefit to the town and county. To this there can be no question but that we have an exceptional chance for benefit in this proposed railroad. What we want and need are railroad facilities so that we may get the rates for the shipment of our products direct to markets.

Just take a state map and look at it from time to time while you are reading this article. You will note that there is a broad scope of country between the Fort Worth and Denver railway on the North and the Texas and Pacific railway running from Fort Worth to El Paso on the south which is not transversed with a railway line running east and west. It is only a question of time until this country will have a through line from Fort Worth or Dallas to the coal fields of Colorado and to the broad agricultural lands which lie in this territory. There are already numerous reports afloat regarding new roads and extensions of lines into this land.

Note that the Rock Island has a road to Graham in Young County; that the Rock Island has a line of road now being built from Amarillo to the west to connect with its line now running southwest from Dalhart. Now note that by building a line of railway from Graham by the way of Olney, Seymour, Benjamin and Silverton and there connecting with our proposed line of railway, the road would not have to make the hard crossing of the Brazos River and would go around the headwaters of the two Wichita Rivers, almost heading the Pease River and would have the most available place in the foot hills of the Plains to make the ascent from

the lower country to the Plains. Then by building from Canyon City to the northwest about twenty-two miles the road would have connection with its present lines at both ends.

Now note the line of railway running through Cisco to Stamford and then on west. This road is supposed to be controlled by the Swensons of New York who own large tracts of land in the Panhandle. Don't you think they will want to give their lands railway facilities when by doing so they will have a paying line?

Either of these roads will be a paying proposition if you will note the North and South railway lines they will intersect and the connections to be made. They would, if extended this far, intersect the Santa Fe going through this place; the new road which will evidently be built from Altus, Oklahoma, to Roswell, New Mexico, and which is almost an assured fact; the Orient railway from Kansas City to Mexico which is nearly completed from Chillicothe to Crowell and which, when done will make through line from San Angelo to Kansas City; the Wichita Valley railway from Wichita Falls to Afton; and each road now has direct connections with roads to the gulf. The Rock Island would have an additional railway connection at Olney in Young County, the road being already built to that place. With all these feeders the road would be bound to pay.

Thus you will see it will only be question of time until the country toward which our proposed road tends, will be reached by a railroad from the south east and if we want the western terminus we must speak now and in terms of endearment which are substantial or forever afterwards hold our peace.

With such connections our lands will increase in value even more rapidly than ever before. Our town property will be in demand and will have among us more men of the broad, energetic, hustling type.

According to the contract all the shops, round-house and general offices are to be located here. If the line never goes further than Silverton there will have to be at least sixty employees in Canyon City who, at sixty dollars per month, will spend \$3600.00 monthly among us. This is the low price of wages for railroad men and not an average by any means. Then a great deal of the money spent for building of the road will be spent here as it is headquarters for the construction. The returns will be great on our investment.

WHAT ABOUT THE COST?

According to the contract Randall County people are to donate two hundred town lots in Canyon City corporate limits, 320 acres of land adjoining the town and twenty acres for shop, round-house and general office site together with right of way through Canyon City to connect with the Santa Fe. The money necessary to buy this will be the only items that will be strictly a bonus and the enterprise is certainly worth it.

The agreement calls for subscriptions to the amount equal to one dollar per acre for each and every acre of land lying within six miles of the proposed line from Canyon City to the

Randall County line, of this amount twelve per cent must be paid within fifteen days after the subscription is raised and for which the subscribers get first mortgage bonds on the railway, which bonds bear six per cent interest after two years. These will be worth par after the road is in operation. The remaining eighty eight per cent of the subscription may be paid in cash before the grading is all done and the subscriber who pays will likewise receive first mortgage bonds which will be worth par when the road is in operation. The bonds are limited to Twelve Thousand Dollars per mile. So it is clearly shown that if the subscriber pays his subscription all in cash before the grading is completed he can get his money back in two years thus being out only the use of the money for the time. And the increase in value of the lands will certainly be worth this small amount. If however, the subscriber does not elect to pay cash within the time, he is to pay one-third of his eighty-eight per cent remaining, when the road is in operation to the county line, one-third when in operation to Silverton and the remaining third when connection is made with the trunk line coming from the southeast. In this event his subscription would operate as a bonus and he would receive none of his money back as would be the case if he paid the cash.

The road cannot hurt us. On the other hand it will be a great help in building up the county and making of Canyon City a railroad center. It is up to the people who own land in this county to put their shoulders together and go to work. Kickers are wanted who won't fail to kick if any one hangs back. We can use the knockers only when the rails are being laid and we trust that the management will use well the few that this county has, taking them by the heels and using their heads for hammers. You can't hurt their heads—nothing there to hurt.

Should we help? You bet! Keep yourself posted about the matter and see Randall County do what she ought to do.

MORE RAILROAD TALK.

We clip the following from the Clarendon Chronicle which has something of interest relative to our railroad matter. If you will note the names of the men at the head of this railway you will see that they are responsible men, well connected and we think the road will be an assured matter.

NEW RAILROAD VIA ROWE.

Capt. Nat. Smith of Rowe handed us the following yesterday, clipped from the Oklahoma man:

The first spoke in the Altus Roswell & El Paso Ry will be driven in the next 30 days, says Edward Kennedy of Houston, president of the road, in Oklahoma yesterday enroute to Altus.

He says the road will prove of incalculable benefit to Oklahoma City, as it will shorten the distance between the Panhandle, St. Louis and Kansas City by about 146 miles and open the metropolis of Oklahoma to a market heretofore dominated by Dallas and Ft. Worth.

The fact that \$600,000 was raised in the shape of bonuses shows the interest of the people along the right-of-way. The bonus

money is being used on grading, which is progressing nicely all along the line, 36 miles between Altus and Hollis being already graded, and actual railroad building to be begun as soon as the engineers complete the light bridge found necessary in places. The Dalhoff Construction Co., of Little Rock have the contract. H. H. Fielder is chief engineer.

It will make direct connections with Duke, Hollis, Arlie, Rowe, Silverton and Lubbock, continuing direct to Roswell, striking through southwest Oklahoma and the richest section of the Texas Panhandle. Grading between Hollis and Lubbock will begin at once from both places in order to get ready for the rail and timbermen as quick as possible.

Mr. Kennedy says the road will be tributary to the Denver, 50 miles south of the Santa Fe and 60 miles south of the Texas & Pacific, thus splitting into the Plains country to the south. This road will also make connection with the Mexican Santa Fe at Roswell for points in Mexico. About 18 townsites are to be opened up along the route.

The road will cost about \$155,000 a mile to complete it and is incorporated for \$3,000,000.

The officers are: Edward Kennedy, Houston, Tex., Pres; Cage Beach, Altus, Vice-Pres; Edgar Chapin, Houston, Secy; and Wm. Russell, Altus, Director.

BUILDING RAILROAD THROUGH PANHANDLE

Prominent among the visitors in the city yesterday were Messrs. Edward Kennedy and H. H. Fielder, president and chief engineer respectively of the Altus, Roswell & El Paso railroad now building from the first city in the title of the road to the latter one. The road is already graded and ready for the steel on forty miles of the road way out of Altus. It is the purpose of the owners of the road to get this steel laid and ready for the fall business upon that portion now having the finished grade. The contract for the steel has been awarded to the Dalhoff Construction Co. of Little Rock, and work will be begun with practically no delay.

For the past week Messrs. Kennedy and Fielder have been at Lubbock, out of which place a preliminary and locating party have been working. From Amarillo the gentlemen went to Roswell, and parties will be fitted out of that city today. This road, which is being rushed with as little delay as possible at all points, will cut through the southern portion of the Panhandle, and form a most excellent outlet for a fine portion of that country. It is to be one of the most important stretches of railway in the country and will have a connection with the Frisco and Orient, and will cross the Denver at a point between Childress and Rowe. It is claimed for this line that it will furnish a route 146 miles shorter to St. Louis than any other road now traversing that section of the country. It is now definitely known that the route will traverse the country along an almost straight line, and hence will prove of value as a time saver as from other standpoints.—Daily Panhandle, September 21.

See the Canyon Coal Company for fresh maize chops.

Opera House

Thursday night, October 1st, 1908, at 8 o'clock, under the auspices of the First Church of Christ, Scientist,

Frank H. Leonard, C. S. B.,

of Brooklyn, N. Y., member of the Board of Lecturers of First Church of Christ, Scientist, Boston, will lecture on the subject,

Christian Science, "Demonstrable Religion."

Come out and hear him explain the principles.

Absolutely Free!

B. C. Taylor. J. Frank Smith.

Rowan Land Co.

Dealers in

Panhandle Farm and Ranch

LANDS AND

Canyon City Property

CANYON CITY, TEXAS

**A SINGLE PILL**

taken at night time may ward off an attack of illness. You should always have a box in the house. We carry a full line of

RELIABLE HOUSEHOLD REMEDIES.

They include cures for all simple complaints and may be taken safely according to directions. Better renew your stock or secure one if you have none in the house. Our low price system prevails here as in all other departments.

A. H. THOMPSON,

LEADING DRUGGIST,

East Side Square, Canyon City.

WILL BUY
Wheat & Oats
AND PAY
BEST MONEY
Star Mill and Elevator Co.
Depot, Canyon City, Tex.